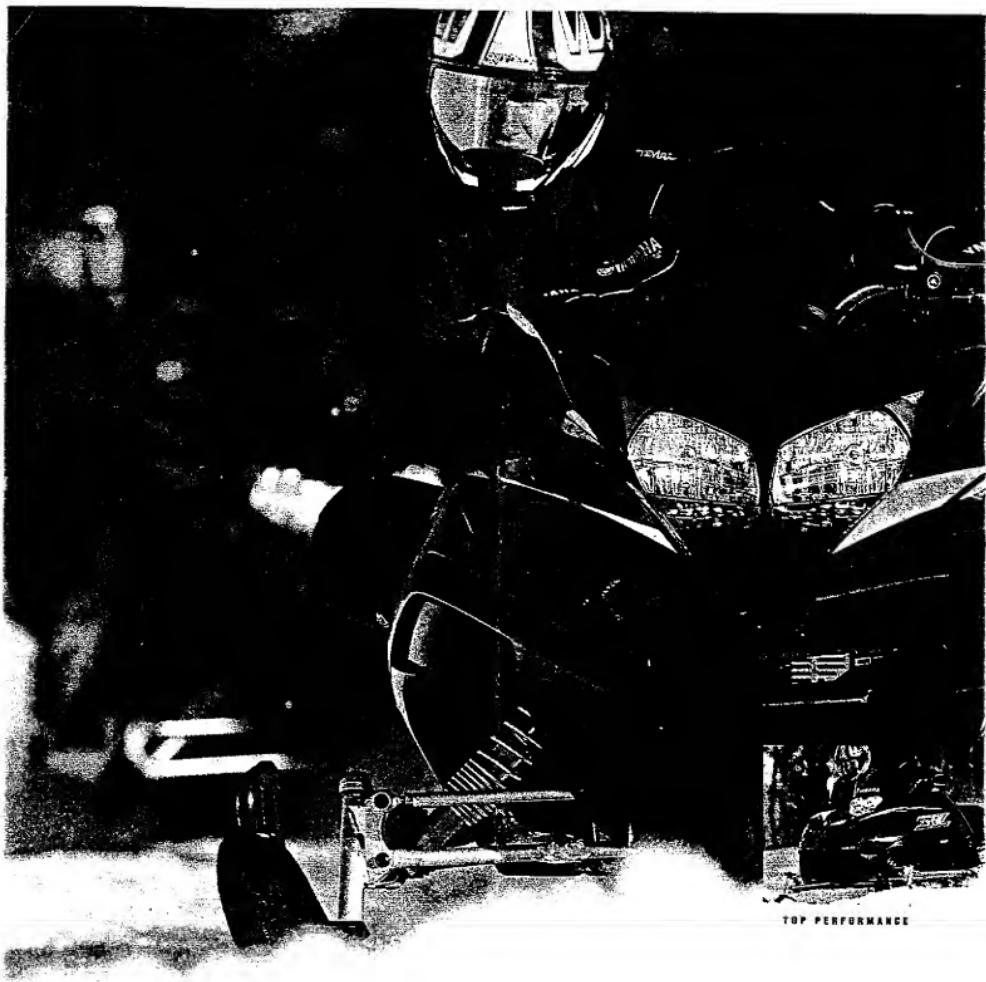


EXHIBIT S

SNOWMOBILES



YAMAHA



TOP PERFORMANCE



WONDERLAND.
THE SNOWMOBILE
THAT GETS
THE MOST
OUT OF WINTER.

YAMAHA SNOWMOBILES

Passion. The one word that describes anybody who's ever thumbed the throttle of a Yamaha snowmobile. You're passionate, emotional, driven to getting the most out of every ounce of winter and its never-ending playground. And that means you want the best-performing, highest-quality snowmobiles on the snow — whether you're accelerating hard across a frozen lake, powering through wind-drifted bumps or high-marking your favorite back-country bowl. At Yamaha, we know exactly how you feel. And that's why for nearly 35 years, we've been building the industry's finest machines, equipped with revolutionary features like our patented, super-rigid ProAction System® chassis. Self-cleaning, electronic power exhaust valves. 300-watt 360-degree digital ignition with TPS. Liquid-heated, flat-slide Mikuni carbs. And the exclusive ProAction Plus® rear suspension system, just to name a few. Because as passionate snowmobilers ourselves, we want nothing but the highest level of both performance and reliability in our sleds. Just like you. Yamaha snowmobiles for 2002. The best just keeps getting better.



TRAIL PERFORMANCE



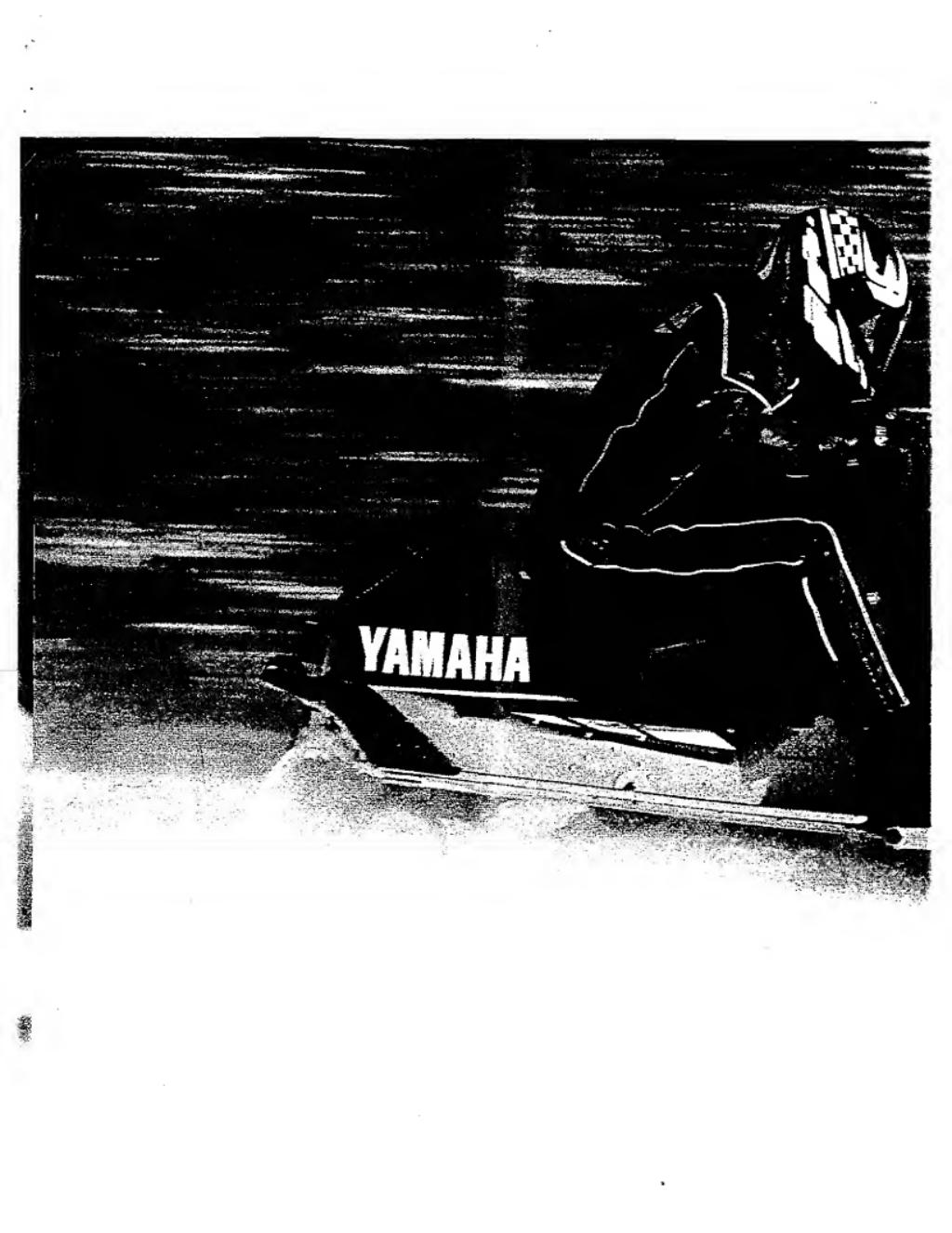
MOUNTAIN



TOURING



WORK

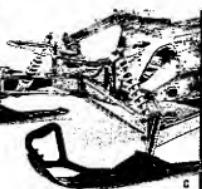


YAMAHA



BLINK AND YOU'LL
MISS WISCONSIN.

LOVE



Let's face it. When it comes to top performance snowmobiles, the SRX simply has no equals. Just ask any other machine unlucky enough to have gone up against it at the recent 2001 American Snowmobiler Shoot-

A. The heart is this beast: 700cc 6-cylinder liquid-cooled, electronic power valve system. While you won't find many out there, this engine is the fastest in the industry. Lookin' the 2002 triple-engine sleds competition at the 2001 American Snowmobiler Shoot-

B. And if the SRX's powerful heart isn't already surprising enough, this season the triple cylinder screamer gets an all-new Electronic Control System (ECS) that adjusts engine timing and related items in various performance conditions. Precision power, power and reliability like never before.

C. While the SRX's high-speed prowess is acknowledged, so is its class-leading handling and cornering ability. Thanks to its strong, hydroformed chassis, aggressive suspension calibration and low-to-the-ground engine placement.

D. So fast, look sharp. The lean, trim lines feature jacketed body and ApeX under/outer body panels that are the perfect ray gun.

January '01 "Best of Class" High-End Trail



MOGULS MERCY?

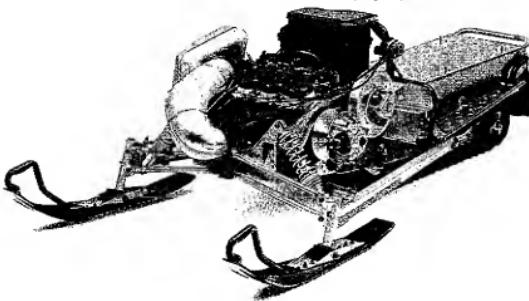
Looks pretty wicked just pictured here, doesn't it? Imagine then how utterly ferocious it must be once you climb aboard and point it toward your nearest — and preferably largest — collection of moguls. First, though, allow us to introduce the all-new SXViper, positively the nastiest big-bump sled ever created. Under a sleek, sculpted hood modeled after our mind-bending open-class RI sport bike lurks arguably the strongest 700cc single-pipe engine the industry has ever produced, armed with race-proven Yamaha technology like self-cleaning electronic power exhaust valves, 300-watt digital CDI ignition with throttle position sensor, and forced air induction. Now picture this beast spooned into the lightest, most rigid chassis on snow. Add specially designed, long-travel suspension — featuring high-pressure gas shocks, multi-rate springs and an adjustable control rod — front and back. Wrap it in an aggressive, lightweight track. And prepare to absolutely shred — faster and smoother than ever — the rough, the bumpy, the moguls in your heart's content. The all-new SXViper. Pound for pound, the most wicked big-bump sled in the industry. The moguls will never know what hit 'em.

A Like its speedy twin-twin SX siblings, the SXViper's proven single-cylinder will never disappoint with smooth, responsive, self-cleaning electronic power valves, 300-watt digital CDI ignition with throttle position sensor and right-new-for-2001 response of 100 RPM.

B One of the most advanced components found on the SXViper's high-travel suspension system is the highly improved shock absorber, which uses two sets of gas for better damping in the bottom. As you can see, the shock absorber is very adjustable and can be fine-tuned to match.

C The SXViper also gets a featherweight, 41.0cc digital programmable electronic ignition with a west, east-located switch, which can be set for both cold and warm-starts. 100-thousand revs for the sport, but remember, low gears, oil heat,懦弱, and winter temperatures.

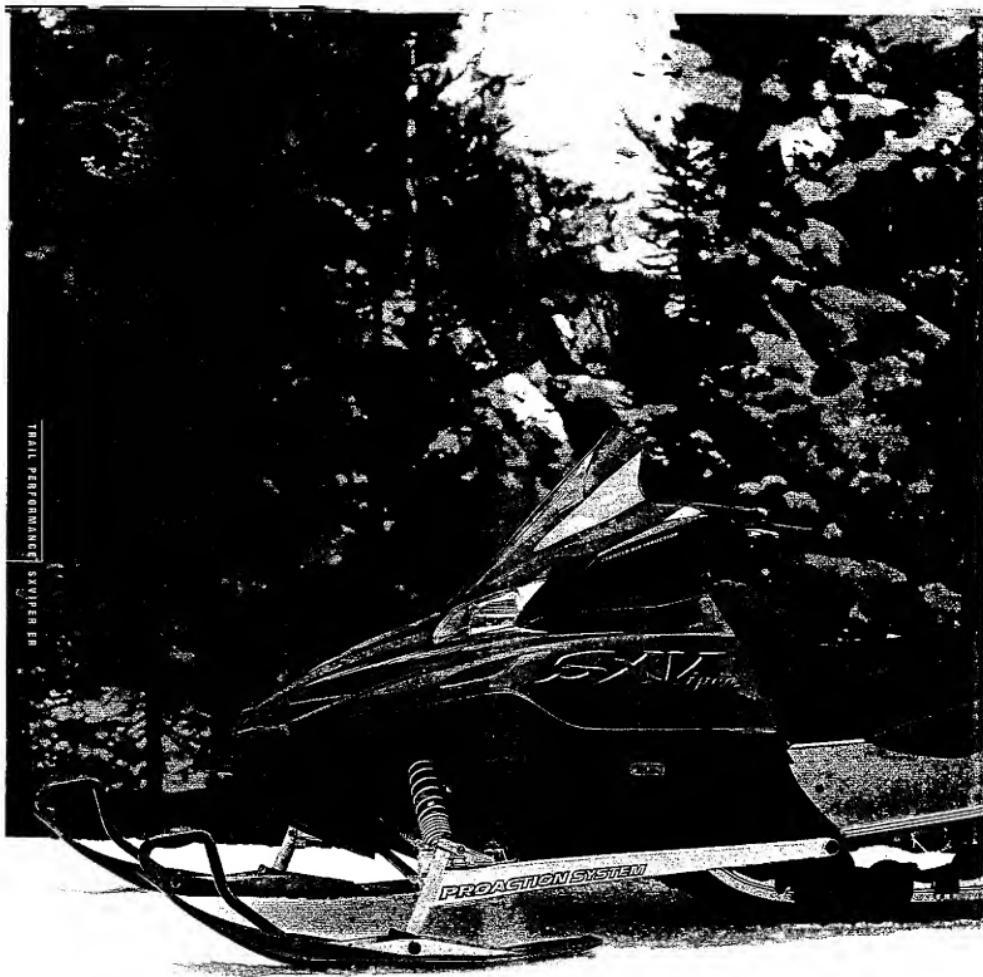
D Revolutionary new structure. The SXViper features a 24-40/700cc single-pot light suspension sled model that's the most cutting-edge big-bump chassis in the business, boasting features like a lightweight, superrigid, aluminum Profitite "Skin" frame, specially designed, Profitite rear suspension with an adjustable control rod, and an aggressive, lightweight track. All of which means that this beast's padding is not cracked, the track with flat, round-shape curving, when picking or long stops.





TRAIL PERFORMANCE EXPERT

TRAIL PERFORMANCE SX VIPER 11R



PERFORMANCE ART.



Oh, don't let that sizzling red finish fool you. This machine is every bit as fierce as its Team Yamaha blue-coated sibling. In fact, the only difference between the two happens to be simply a matter of convenience. Whereas both

A There's no mistaking the X1's metallic racing finish for SXViper's sleek, sexy bodywork. From its aggressive, cat-eye headlamps to its sculpted seat that sets a new standard in comfortable aerodynamics.

B Fast, fierce, sexier. Forced-air induction is just another tool in the SXViper's high-performance pedigree. Basically, it speeds up air intake, so combustion processes is forced to eat air, burning both oxygen and fuel and horsepower.

C Don't think the SXViper's ready-cranked setup is as easy on the eyes, because this is the sight your buddies are going to be seeing a lot of this winter as they unsuccessfully attempt to keep pace.

D Keep the wind and weather at bay with the all-new GORE-TEX® jacket, available with a special-edition SXViper logo on the back.

SXViper models feature a new-design low-friction recoil starting system, the beauty you see here — the all-new SXViper ER — also comes equipped with electric start and reverse to add a dash more versatility to your mogul-pounding fun. Otherwise, all the same state-of-the-art goodies abound, starting right under that ever-so-sexy bodywork. Like arguably the industry's mightiest-ever 700cc single-pipe engine, with industry-leading self-cleaning electronic power exhaust valves, industry-exclusive forced air induction, 300-watt digital CDI ignition and an all-new, aggressive clutch weight design that boosts already lightning-quick acceleration. And then, of course, there's the revolutionary, ultra-lightweight ProAction System chassis. Specially designed, long-travel suspension with an aggressive, lightweight track. An all-new forged aluminum steering arm. Lightweight plastic skis. And the sleekest, sexiest bodywork ever to grace a snowmobile. The all-new SXViper ER with electric start and reverse. Proof that this beast's beauty is far more than skin deep.



REPEAT

ALL OVER AGAIN.
UNCARVED.



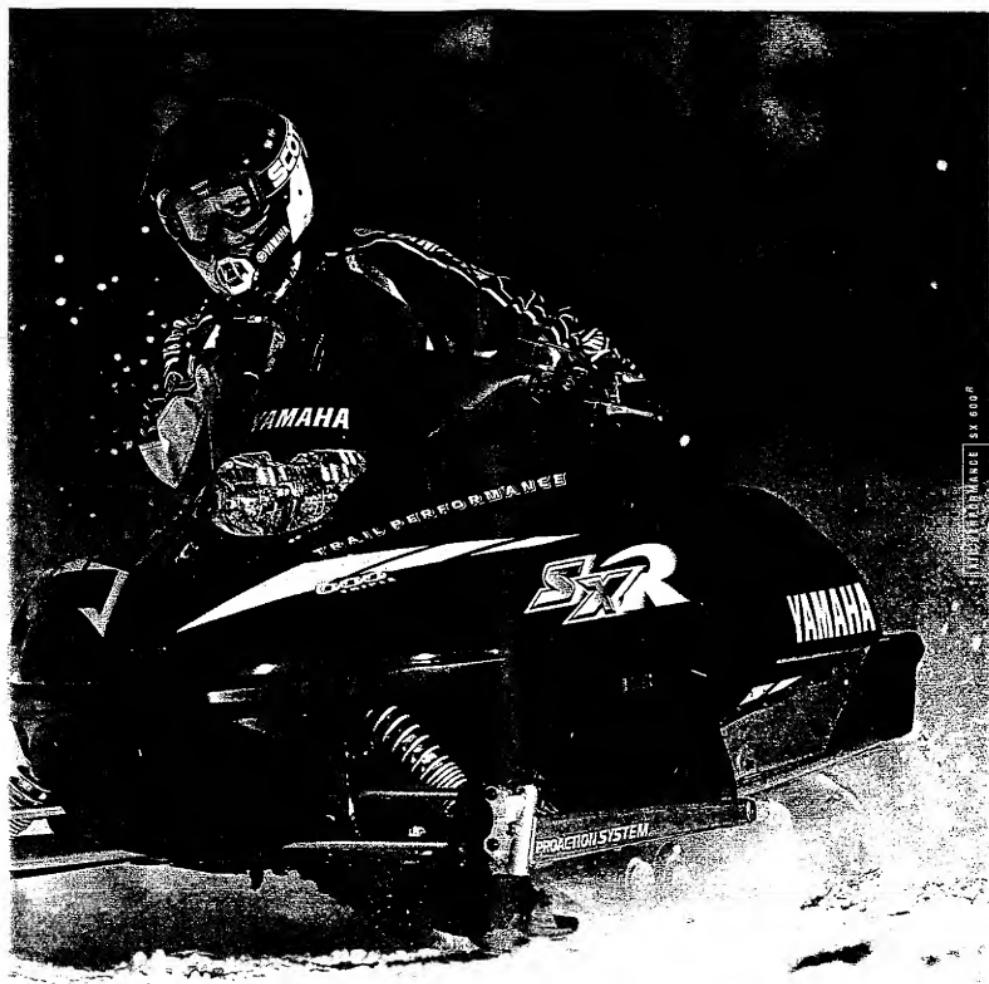
In the middleweight mogul-munching ranks, we'd like to present the SX 600^R, returning for another season of riding roughshod over the big, the bad and the ugly. With its potent, 600cc single-pipe triple-cylinder powerplant

A Star bright. This year the SX 600^R gets decked out with one of the industry's brightest and whitest leathers, courtesy of an all-new SX-style seat featuring both headrest and new 380-watt, 12-pole speakers.

B Class-leading comfort and new versatility. Snowmobile's best hand-warming system just got better with the addition of new 12-5282 independent resistive thumb and grip temperature controls.

C Ready for serious big-bump action is "his and her" Factory Racing Crew pieces, in white or black, with special Yamaha graphics and zip and魔术. Matching hats also available.





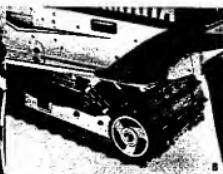
TRAIL PERFORMANCE SX 660R



A black and white photograph showing a close-up of a snowmobile's track and suspension system on the left, with a steep, snow-covered hillside and a dark, snow-laden tree in the background.

THEY SAY IT SNOWED 10 INCHES
LAST NIGHT. IS THAT ALL?

THE SNOWMOBILE
WINTER.



There's a reason this category's called Trail Performance. It's for snowmobilers who like to ride fast and hard for hundreds of miles a day — and love every minute of it. And while your need for a hard-core

A. Simple snow track track. Liquid-cooled, four-stroke, 300-ccm, digital ignition. Lighter weight than most competitive tracks. And, second, tremendous power with class-leading fuel economy that leaves other trail performers stuck in the dust. Snow dust, that is.

B. It is the show: The Vmax ERs get an all-new ProAction track this season, offering even greater traction to hone this trail carver's edge to unmatchable point.

C. Cover the trails all day long in our heavy Gator jacket, complete with removable padding, reflective piping and money pockets.

performer is a given, there are those among you who've also come to appreciate the convenience of such niceties as electric start and reverse. The very features, in fact, installed as standard equipment on the award-winning Vmax³ ER. Power comes from your choice of liquid-cooled, 700cc or 600cc single-plate triples delivering superb fuel economy and broader, smoother powerbands than the competition. And the lightweight ProAction System-chassis platform — featuring an industry-leading, long-travel ProAction Plus⁴ rear suspension, lightweight plastic skis, exclusive Easy-Adjust suspension settings and an all-new track — does the rest, serving up a ride as renowned for its razor-sharp and predictable handling as it is for ultra-plush comfort. Finally, top off this incomparable package with a wind-cheating windshield, excellent rearview mirrors and the best hand-warming system in the business, and you'll quickly see why the Vmax ER is more affectionately known as the fully loaded, first-class ticket of the Trail Performance class.

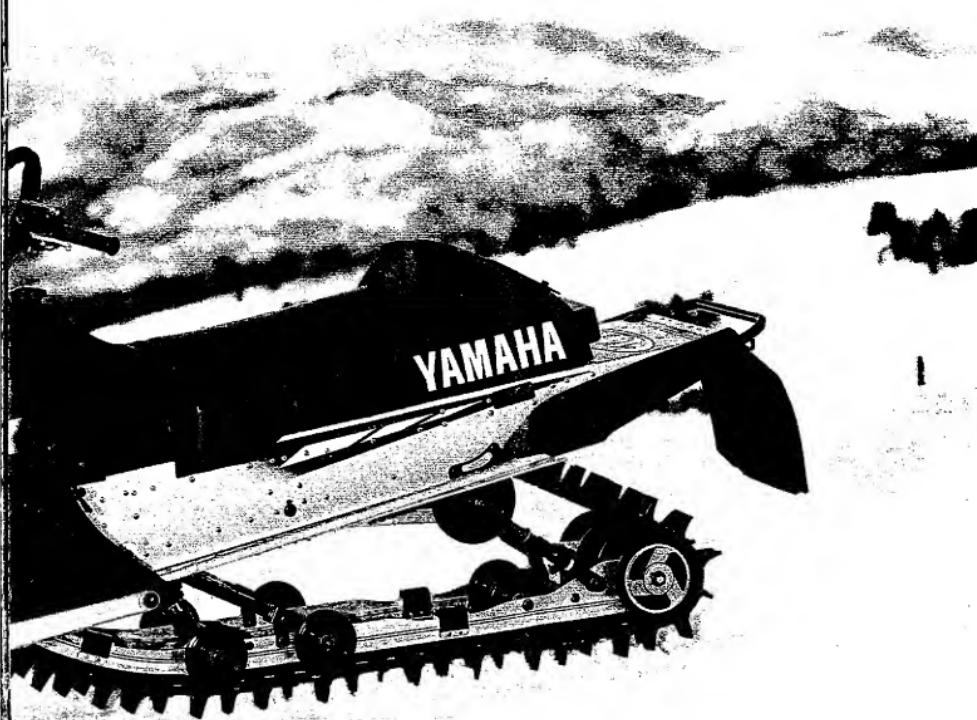




TRAIL PERFORMANCE. YAMAHA. LE

AHHH YOU CAN ALMOST SEE
YOU CAN ALMOST SEE
THE AIR SPINNING **THINNER.**





10?

You're a mountain rider. Period. You live for high marks, side-hilling, boondocking, you name it. And what you look for in a mountain sled is the perfect combination of solid

A Mountain rider *maximum* and leverage is what you're all about and hill-climbing performance is all about. Which is why the Mountain Max comes equipped with high, wide handlebars and a mountain steep positioned right where you need it most.

B Suspension performance is the other language that sleds speak when the base of a hill other decides who goes home with the high mark, which is why we build our Mountain Max sleds with the industry's best mountain and deep powder set up.

C And the high tension work in the cast steel jacket, inspiring a flexible "action kick," big air jump and rider Yamaha style.

power, light weight and supple suspension action that will take you anywhere there's fresh powder or a steep slope to conquer. **What you look for is the award-winning* Mountain Max® 700 or 600.** Powered by Yamaha's renowned liquid-cooled, single-pipe triples boasting broader, more usable powerbands and crisper throttle response than any competitive twin on the market. And outfitted with features like our ProAction Mountain rear suspension, 141" x 2" Deep Snow Special track (improved for even greater durability in 2002), lightweight plastic skis, mountain handlebar strap, anti-slip siderails and tapered tunnel. All of which add up to a class-leading package delivering incredible deep-snow flotation, weight transfer and rider control that separates the Kings of the Hill from the also-rans. The Mountain Max 700 and 600. Because a mountain sled needs to be as good getting you to the slope as it is up it.

*"Best of Class" September 2001





YAMAHA MOTORCYCLES





Whether it's snowmobiles, ATVs, motorcycles, outboard motors, watercraft or generators, one fact remains the same: Yamaha continues to be the leader in offering the world's most advanced technology. At Yamaha, we've been building the industry's finest-engineered snowmobiles for nearly 35 years. And now, over a million sleds later, we're still striving to bring you the most innovative and best-performing machines in the world. Because we know there's only one place Yamaha owners want to be. Out front, leading the pack. Which is why we design our sleds with revolutionary and industry-leading features like electronically controlled, self-cleaning exhaust power valves. Standard-setting ProAction System™ chassis technology that rewrote the book on torsional rigidity. And a host of premium components that include the best hydraulic brake system, headlights and handwarmers in the business. The list goes on. And so will Yamaha's quest to continue refining and perfecting our entire line-up of motorsports machinery. History has a way of repeating itself. Especially when we're the ones making it. Want more information on our award-winning family of snowmobiles, ATVs, motorcycles, outboard motors, watercraft and generators? Then visit our website today at www.yamaha-motor.com.

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FIRST-CLASS

What's the only thing better than grabbing your special friend and riding off into the freshly groomed sunrise? Doing it aboard the award-winning* Venture, that's what. Long recognized as

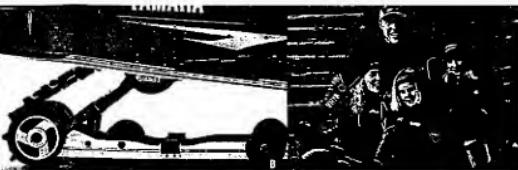
A. Light up the trail. With its 200 spec and weight, fuel by a 200 week, 10-year engine, the Venture 700 serves as of motorcycle's brightest hot wheel model for 2002. After being set, the 200 riding gets the same lighting upgrade for 2002.

B. On board, pamper yourself. With an long, 125° track, Quick-Adjust handlebars and 115° of travel, complemented by a pilot seat and not Easy-Adjust backrest, it's a very ergonomic seat. Riders perhaps be most luxurious ride in two-up seating!

C. Back up some serious style points for the entire family to see. And here Venture justice and basic Element two-piece seats for life.

the industry standard for luxury two-up touring, the liquid-cooled Venture 700 and 600 triples power you along with smooth, broadband punch and class-leading fuel economy to boot. Down below, an all-new 130° track wraps around the Easy-Adjust-equipped, long-travel Pro-Action Plus' rear suspension, delivering superb traction and incomparably plush ride quality. And, of course, when you fly first-class, you need all the top-shelf amenities that come with a ticket this exclusive. Like electric start, reverse, dual mirrors, tall, weather-cheating windshields, heated grips for you and your co-pilot, and our specially designed Easy-Adjust backrest. Feel like being pampered this winter? Then book your passage on a Venture, and see how truly luxurious two-up touring can be.

*"Best of Class" 2002 motorcycle 101





A. Convenience and versatility go hand in hand in a utility sled, which is why the VK features a two-speed transmission and built-in shift reverse gear for backing into or out of any situation.

B. Armed with a sturdy cargo rack and load and a heavy reinforced storage compartment, the VK 540 III is ready and willing for everything from snowmobiling to ice fishing.

Unfortunately for some, winter isn't all fun and games. Work needs getting done and to that end we offer the invincible VK 540 III. Equipped with a huge 136" x 20" track, the VK puts down a monstrous footprint ideal for hauling loads, working in deep snow or even pulling a friend out of trouble. And with its hi/reverse transmission (tapping into a potent, 335cc fan-cooled twin), it's easy to see why this versatile workhorse is the preferred utility sled for ski resorts, ranchers, loggers and other winter workers across North America.



WORK OR PLAY?
WHY NOT BOTH.



GENUINE YAMAHA ACCESSORIES

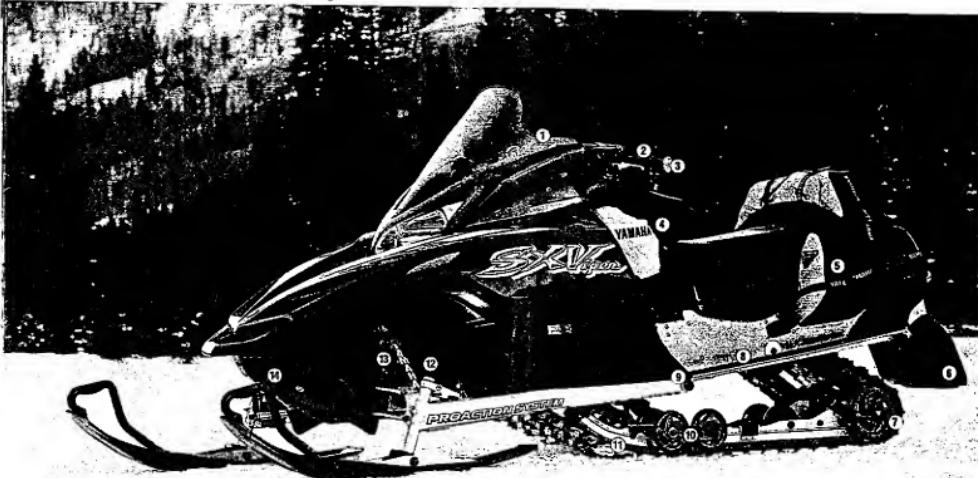
A. Whether you want to be good in your hobby and not an up-and-coming snowmobiler with over 100 feet of ground, genuine-quality Yamalube accessories, cleaners and care products.

B. Get all your high-performance accessories with one of Yamaha's exclusive Two-For-One™ items, which feature dual-purpose legging, snowshoes, travel jackets, and easy storage bags.

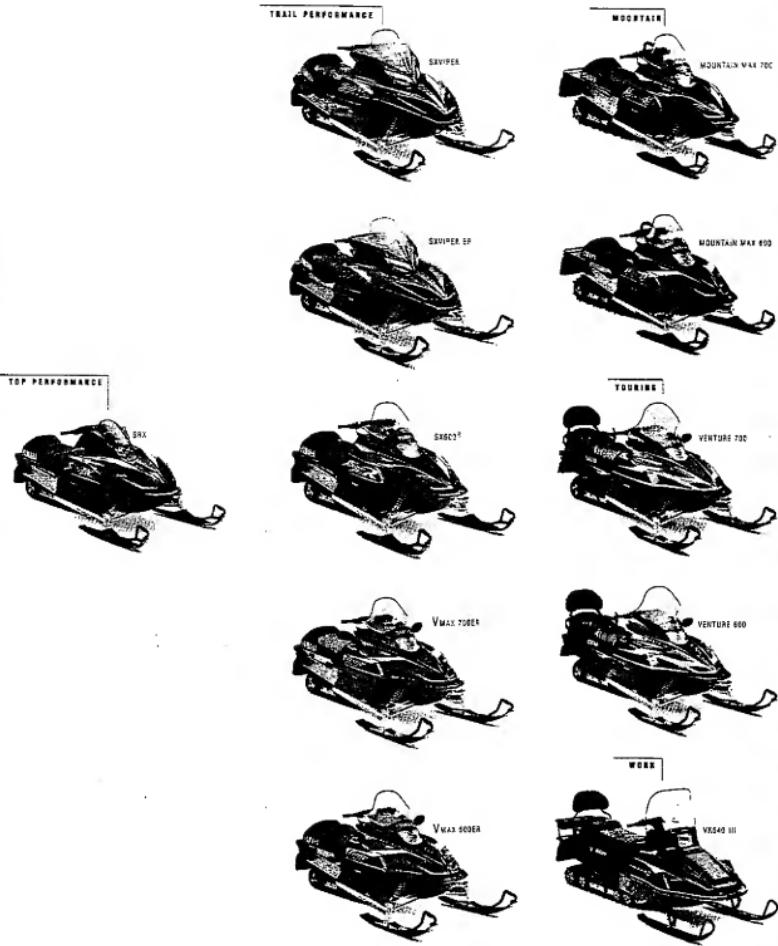
C. Whether you're off-piste or on-piste, the direction of the ride has never been as much fun. Helmets, jackets, hats, gloves, mitts, parkas, snowsuits, and Yamaha's innovative cold-weather wear.

D. If you're done for the day or simply believe your ride has not provided it every hour by every element with one of Yamaha's custom-fit, "Made-in" protective covers.

When you slide aboard a Yamaha snowmobile, you've embarked upon a journey like no other in the industry. You ride an extraordinary machine, so it's only natural that you'd never settle for simply ordinary add-ons or riding gear. You demand the best, which is why there's only one place you need to look — your nearest Yamaha dealer — for Genuine Yamaha Accessories and Apparel. Need a little inspiration? Then check out the SXViper below, featuring Genuine Yamaha add-ons like ① a handlebar cover with handy built-in pouch; ② color-matched grips; ③ anodized, machined aluminum handlebar ends; ④, ⑤ deluxe touring tank and saddlebags; ⑥ color-matched snow flaps; ⑦ plastic "open" rear axle guide wheels; ⑧ traction-enhancing SNo-Slips; ⑨ decorative trailing arm caps; ⑩ plastic "open" idler; ⑪ wheels; ⑫ color-matched Hyfax rail sliders; ⑬ spindle column caps; ⑭ protective, heavy-duty shock covers; and ⑮ heavy-duty sprocket plate. The options are virtually endless. And each is created specifically to make you stand out even more from the ordinary snowmobiling crowd. Genuine Yamaha Accessories and Apparel.



2002



WEIGHT
DISPLACEMENT
CE
BORE & STROKE
INTAKE
CARB
CHUTE / BRAKE
ODD / EVEN
STORY
FRONT
FRONT TIRE
CARRIER
STABILIZER
REAR SUSP.
REAR
HEADLIGHT
SKI STANDS
SKI WEIGHT
OVERALL LENGTH
OVERALL HEIGHT
TRACK / WIDTH & LENGTH & HEIGHT
SKI STANDS (LH / RH)
FUEL CAPACITY
ICE CAPACITY
ELECTRIC
HEAD / SIDEWINDERS
WINDSHIELD / WINDSCREEN
SEATING
FRONT
REAR CANOPY
TOW
TUNNEL TUBE
HEADLIGHT HEIGHT
HIGH BEAM LIGHT
OIL & TEMP
FUEL GAUGE
SPEEDOMETER
ODOMETER
TRIM
TACH
WIRE

